



PCT / SE 2004 / 0 0 0 5 7 0

0 7 -05- 2004



INVESTOR IN PEOPLE

PRIORITY DOCUMENT
SUBMITTED OR TRANSMITTED IN
COMPLIANCE WITH
RULE 17.1(a) OR (b)

The Patent Office
Concept House
Cardiff Road
Newport
South Wales
NP10 8QQ

REC'D 26 MAY 2004

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

In accordance with the Patents (Companies Re-registration) Rules 1982, if a company named in this certificate and any accompanying documents has re-registered under the Companies Act 1980 with the same name as that with which it was registered immediately before re-registration save for the substitution as, or inclusion as, the last part of the name of the words "public limited company" or their equivalents in Welsh, references to the name of the company in this certificate and any accompanying documents shall be treated as references to the name with which it is so re-registered.

In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

Re-registration under the Companies Act does not constitute a new legal entity but merely subjects the company to certain additional company law rules.

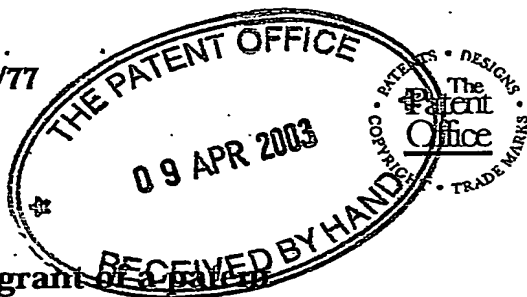
Signed

[Signature]

Dated

13 April 2004

BEST AVAILABLE COPY



No Fee
1/77

Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet from the Patent Office to help you fill in this form)

The Patent Office

Cardiff Road
Newport
South Wales
NP10 8QQ

1. Your reference

P17459GB-NHF/SJP/mm

2. Patent application number

(The Patent Office will fill in this part)

0308220.3

IOAPR03 E799114-12 000389
_P01/7700 0.00-0308220.3

3. Full name, address and postcode of the or of each applicant (underline all surnames)

AUTOLIV DEVELOPMENT AB
S-447 83 Vargarda
SWEDEN

Patents ADP number (if you know it) 00 321018009

If the applicant is a corporate body, give the country/state of its incorporation

SWEDEN

4. Title of the invention

IMPROVEMENTS IN OR RELATING TO A PEDESTRIAN DETECTING SYSTEM

5. Name of your agent (if you have one)

Forrester Ketley & Co.

"Address for service" in the United Kingdom to which all correspondence should be sent (including the postcode)

Forrester House
52 Bounds Green Road
London
N11 2EY

Patents ADP number (if you know it)

133001

6. If you are declaring priority from one or more earlier patent applications, give the country and the date of filing of the or of each of these earlier applications and (if you know it) the or each application number

Country

Priority application number
(if you know it)

Date of filing
(day / month / year)

7. If this application is divided or otherwise derived from an earlier UK application, give the number and the filing date of the earlier application

Number of earlier application

Date of filing
(day / month / year)

8. Is a statement of inventorship and of right to grant of a patent required in support of this request? (Answer 'Yes' if:

YES

- a) any applicant named in part 3 is not an inventor, or
 - b) there is an inventor who is not named as an applicant, or
 - c) any named applicant is a corporate body.
- See note (d))

Patents Form 1/77

9. Enter the number of sheets for any of the following items you are filing with this form. Do not count copies of the same document

Continuation sheets of this form

Description

12 ✓

Claim(s)

5 ✓

Abstract

-

Drawing(s)

3 + 32

10. If you are also filing any of the following, state how many against each item.

Priority documents

Translations of priority documents

Statement of inventorship and right to grant of a patent (*Patents Form 7/77*)

Request for preliminary examination and search (*Patents Form 9/77*)

ONE ✓

Request for substantive examination (*Patents Form 10/77*)

Any other documents
(please specify)

11.

I/We request the grant of a patent on the basis of this application.

Signature

Forrester Kelley & Co.
Forrester Kelley & Co.

Date

9 April 2003

12. Name and daytime telephone number of person to contact in the United Kingdom

S.J. PARRY
(020) 8889 6622

Warning

After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.

Notes

- If you need help to fill in this form or you have any questions, please contact the Patent Office on 08459 500505.*
- Write your answers in capital letters using black ink or you may type them.*
- If there is not enough space for all the relevant details on any part of this form, please continue on a separate sheet of paper and write "see continuation sheet" in the relevant part(s). Any continuation sheet should be attached to this form.*
- If you have answered 'Yes' Patents Form 7/77 will need to be filed.*
- Once you have filled in the form you must remember to sign and date it.*
- For details of the fee and ways to pay please contact the Patent Office.*

DUPLICATE

PATENTS ACT 1977

P17459GB-NF/SJP/jsd

5 DESCRIPTION OF INVENTION

**"IMPROVEMENTS IN OR RELATING TO A PEDESTRIAN
DETECTING SYSTEM"**

10

THE PRESENT INVENTION relates to a pedestrian detection system, and more particularly relates to a pedestrian detection system for detecting pedestrians in front of a vehicle to enable the deployment of a pedestrian protection safety device mounted on the vehicle.

15

Various pedestrian detection systems have been proposed before, mainly incorporating sensors mounted on the front of the vehicle, such as in the bumper or fender of the vehicle. Such detection systems can easily give a false output signal, causing inappropriate deployment of a safety device, for example, when striking an item such as road-cone or an animal.

20

The present invention seeks to provide an improved pedestrian detection system.

25

According to the present invention there is provided a pedestrian detection system provided on a motor vehicle, the motor vehicle having a hood or bonnet, the detection system comprising : at least a first sensor arrangement located more than 0.5 metres behind the front end of the vehicle to detect the

speed of and/or distance to a part of an object located in front of the vehicle, the said part of the object being part of the object extending above a predetermined height, the predetermined height being at least the height of the front edge of the hood or bonnet.

5

Preferably, the first sensor arrangement is a microwave radar.

Advantageously, the first sensor arrangement is an infra-red radar.

10

Conveniently, the first sensor arrangement is a camera.

Preferably, the camera operates in the visible spectrum.

Advantageously, the camera operates in the infra-red spectrum.

15

Conveniently, the first sensor arrangement is a stereo-camera arrangement.

Preferably, the first sensor arrangement is mounted on the exterior of the vehicle in front of a windscreen or windshield provided on the vehicle.

20

Advantageously, the first sensor arrangement is mounted on the vehicle behind the windscreen or windshield of the vehicle.

25

Conveniently, the first sensor arrangement is mounted above the windscreen.

Preferably, a pedestrian protection arrangement is provided, the detection system being configured to activate the pedestrian arrangement device

in response to the first sensor arrangement detecting the distance below a threshold and/or a speed above a threshold.

5 Conveniently, threshold distance is less than the distance between the sensor and the front of the vehicle.

Advantageously, the system further comprises a second sensor arrangement mounted on the vehicle, responsive to an impact of the vehicle with an object.

10

Preferably, the second sensor arrangement is an accelerometer.

Advantageously, the accelerometer is configured to provide a signal indicative of a crash situation and wherein, upon receipt of said signal, an
15 internal safety device on the vehicle is actuated.

Conveniently, the second sensor arrangement is a sensor mounted in the front bumper or fender of the vehicle.

20 Preferably, the second sensor arrangement is a contact sensor.

Advantageously, the second sensor arrangement is a sensor that can discriminate objects lighter than a pedestrian.

25 Conveniently, the pedestrian protection arrangement is activated only if the first sensor arrangement detects a distance below a threshold and/or a speed above a threshold, and also the second sensor arrangement detects an object.

Preferably, the pedestrian protection arrangement has at least two modes of activation.

Advantageously, the pedestrian protection arrangement incorporates at
5 least two pedestrian devices.

Conveniently, the pedestrian protection arrangement may incorporate a lifter to lift the front part of the hood or bonnet, and a lifter to lift the rear part of the hood or bonnet, one mode of activation being the lifting of the front part
10 of the hood or bonnet, a second mode of operation including additionally the lifting of the rear part of the hood or bonnet.

Preferably, the pedestrian protection arrangement includes a mechanism to lift the rear part of the hood or bonnet, and at least one air-bag to cover part
15 of the windscreen and/or part of A-Pillars provided on the vehicle, one mode of activation comprising the lifting of only the rear part of the hood or bonnet, the second mode including additionally the activation of at least one air-bag.

Advantageously, different modes are activated in response to a signal
20 dependent on the first sensor arrangement reaching different thresholds.

Conveniently, at least one of said different thresholds is dependent upon the vehicle speed as measured by a third sensor arrangement.

25 In order that the invention may be more readily understood, and so that further features thereof may be appreciated, the invention will now be described, by way of example, with reference to the accompanying drawings, in which:

FIGURE 1 is a part diagrammatic view illustrating the front part of a motor vehicle provided with a pedestrian detection system in accordance with the invention,

5

FIGURE 2 is a view generally corresponding to Figure 1 illustrating a similar vehicle when involved in an accident with a pedestrian,

10

FIGURE 3 is a view illustrating the vehicle of Figure 2 at a subsequent stage during the accident,

FIGURE 4 is a view corresponding to Figure 3 showing the vehicle at a further subsequent stage during the accident,

15

FIGURE 5 is a diagrammatic side view of a further vehicle provided with a detection system in accordance with the invention,

FIGURE 6 is a side view of a further vehicle provided with a pedestrian detection system, and

20

FIGURE 7 is a partial perspective view of a further vehicle provided with a pedestrian detector system.

25

The vehicle of Figure 1 is provided with a chassis 1, and the front of the vehicle is provided with a bumper or fender 2 and hood or bonnet 3. The hood or bonnet 3 is, as is conventional, located in front of a windscreen or windshield 4. The windscreen or windshield 4 is provided, on either side, with an A-Post 5. The vehicle is provided with two safety devices configured to

provide protection for a pedestrian in the event that the vehicle should strike a pedestrian in an accident.

The first safety device 6 is in the form of a lifter located beneath the rear
5 part of the hood or bonnet 3. The lifter may be actuated to raise the rear part of
the hood or bonnet 3 so that a central region of the hood or bonnet 3 is spaced
above the underlying engine block. Should the head of a pedestrian strike the
raised central region of the hood or bonnet 3, the central region of the hood or
bonnet 3 will be deformed downwardly, decelerating the head of the pedestrian
10 in such a way that the risk of injuries arising is minimised.

The second safety device 7 is in the form of an inflatable air-bag unit,
the air-bag unit being mounted in position adjacent the base of the windscreen 4
and being configured, on inflation, to extend over the lower part of the
15 windscreen 4, and also part of the A-Post 5. The air-bag will thus minimise the
risk of a pedestrian receiving injuries by striking his head or her against the
windscreen or A-Post.

The air-bag unit 7 may be controlled in such a way as to be inflated at
20 different relative times or with different relative pressures depending upon
various parameters related to the accident.

The two safety devices 6, 7 are controlled by a controller 8 which
receives various input signals from sensors provided on the vehicle. The
25 controller 8 may, for example, receive an input from a speed sensor 9,
indicating the speed of the vehicle.

The controller 8 may also receive an input from a sensor 10 which is
located in position, in the illustrated embodiment, just behind the windscreen 4

at a position above the rear part of the hood or bonnet 3. The sensor 10 is thus located a substantial distance behind the front part of the vehicle, and certainly at a distance of at least 0.5 metres behind the front part of the vehicle. The sensor 10 is a sensor which operates on received radiation and may thus be a camera operative in the visible spectrum or in the infra-red spectrum. The sensor 10 may be an infra-red radar or a microwave radar. The sensor 10 may alternatively be a stereoscopic camera or even two cameras which provide a stereoscopic effect.

10 Thus the sensor 10 will receive radiation emanating or reflecting from an object, such as a pedestrian, in front of the vehicle. In an alternative embodiment of the vehicle, the sensor 10 may be located just in front of the windscreen on top of the scuttle or rear part of the hood or bonnet 3.

15 The sensor 10 is adapted to detect the relative speed between the vehicle and an object in front of a vehicle, such as a pedestrian, and may also be adapted to determine the distance of part of an object which is positioned in front of the vehicle, from the vehicle. The sensor 10 may perform one, or preferably both of these functions.

20

It is to be appreciated that the sensor 10, in the described embodiment, is positioned to detect the relative speed of and/or the distance to part of an object which extends above the height of the front part of the hood or bonnet 3 at the front edge of the hood or bonnet. In this way the sensor will not respond to a relatively small item such as a traffic cone or a small animal, which will effectively be hidden from the sensor 10 by the front part of the hood or bonnet 3.

25

The sensor 10 is connected to the control unit 8, and the control unit 8 can be configured to calculate a signal to activate one or both of the pedestrian safety devices 6, 7 according to the following criteria:-

5 where the following notations apply:

- Speed of impacting vehicle V_{vehicle}
- Relative speed towards object V_{rel}
- Distance of object from sensor 10 D_{sensor}
- Distance from front-end to sensor 10 D_0
- 10 • Distance triggering threshold-level 1 $D_{\text{level 1}}$
- Distance triggering threshold-level 2 $D_{\text{level 2}}$
- Velocity triggering threshold-level 1 $V_{\text{level 1}}$
- Velocity triggering threshold-level 2 $V_{\text{level 2}}$

15 1 -When $V_{\text{vehicle}} < \text{vehicle speed limit threshold}$, no decision can be taken

2 -When $V_{\text{vehicle}} > \text{vehicle speed limit threshold}$, the following conditions applied

20 if switch status S_{status} indicates ON
then

calculate distance from sensor 10 $D_{\text{sensor}} = D_0 - \int (V_{\text{rel}}) dt$

If $D_{\text{sensor}} < D_{\text{level 1}}$ and $V_{\text{rel}} > V_{\text{level 1}} (V_{\text{vehicle}})$ then the protection systems
25 are activated in a first mode in which only the hood lifter 6 is actuated.

However

If $D_{\text{sensor}} < D_{\text{level 2}}$ and $V_{\text{rel}} > V_{\text{level 2}} (V_{\text{vehicle}})$ then the protection systems are activated in a second mode in which both the hood lifter 6 and the air-bag 7
5 are actuated.

The bumper or fender 2 is provided with another sensor in the form of integral pedestrian sensor 11. The pedestrian sensor 11 is mounted on the front part of a rigid beam 12 which is connected to the chassis 1 by means of a
10 relatively strong, but yieldable mounting 13. Mounted on the front part of the beam 12 is a yieldable element 14 provided on the front face of the bumper, the front part of the yieldable element 14 being provided with a contact sensor 15. The combination of the yieldable element 15 and the contact sensor 15 is provided with an outer covering 16 of foam or the like.

15

The output of the contact sensor 15 is provided to an on/off enabling circuit 16, the output of which is provided to the control unit 8.

It is to be appreciated that in use of the described pedestrian detection
20 system, should the vehicle strike a pedestrian, the contact sensor 15 will generate an output signal provided to the on/off circuit 16 which will enable or actuate the controller 8. If the object struck by the vehicle is a relatively small object, the sensor 10 will not sense the presence of the object because the object will be hidden from the sensor 10 by the front part of the hood or bonnet 3, and
25 the pedestrian detection system will provide no further response.

However, should the vehicle strike a pedestrian located in front of the vehicle, the pedestrian will have a greater height than the height of the hood or

bonnet at the front part of the hood or bonnet 3, and thus the sensor 10 will sense the presence of the pedestrian. The sensor 10 will determine the relative speed between part of the pedestrian and the hood or bonnet, or will determine the distance of the pedestrian from the hood or bonnet. The sensor 10 will
5 continue to take such measurements during the following period of time. The initial situation during such an accident is thus generally as shown schematically in Figure 2.

The controller 8 may, if appropriate parameters are met with regard to
10 the speed of the pedestrian relative to the vehicle, the overall speed of the vehicle and/or the distance between the pedestrian and the main part of the vehicle, actuate the bonnet or hood lifter 6 to lift the rear part of the hood or bonnet 3 as shown in Figure 3. The sensor 10 will also continue to monitor the position of the pedestrian over the following moments of time and, again, if
15 appropriate parameters are met, may cause the air-bag unit 7 to be actuated (as illustrated schematically in Figure 4) and indeed, depending upon the precise value of certain parameters, may modify or control the moment of deployment of the air-bag, adjusting the time of deployment of the air-bag and/or the pressure or quantity of gas supplied to the air-bag.

20

Whilst Figures 1 to 4 illustrate one embodiment, it is to be appreciated that many modifications may be effected without departing from the scope of the invention. For example, instead of a single lifter 6 being provided to lift the rear part of the hood or bonnet 3, a lifter may be provided to lift the front part
25 of the hood or bonnet, or, alternatively again, lifters may be provided to lift both the rear part of the hood or bonnet and the front part of the hood or bonnet.

Instead of having a single air-bag to cover the lower part of the windscreen 4 and the A-Post 5, separate air-bags may be provided to cover these parts of the vehicle.

5 In a preferred embodiment of the invention, the contact sensor 15 provided within the bumper or fender 2 is a force responsive sensor that can discriminate objects having a mass lighter than the mass of a typical pedestrian. In such an arrangement, the on/off circuit 16 will therefore not be actuated unless an object is struck which has a mass equivalent to that of a pedestrian.

10

To discriminate heavier objects (such as other vehicles) from a pedestrian, a central accelerometer 17 could be provided on the vehicle. In such such an arrangement, the generation of a signal from both the accelerometer 17 and the sensor 10, indicates a severe crash situation and so, in such a situation, 15 the control unit 8 could be configured to activate an internal safety device such as an air-bag or seat-belt pretensioner to provide protection to occupants of the vehicle.

Figure 5 is a diagrammatic view corresponding to Figure 1 illustrating 20 an embodiment of the invention in which the sensor 10 is mounted on the exterior of the vehicle at the base of the windscreen 4 and in which the hood or bonnet 3 is provided with a lifter 20 at the front of the hood or bonnet.

Figure 6 is a view illustrating a further embodiment of the invention in 25 which the vehicle is provided with a lifter 20 at the front of the hood or bonnet, and a further lifter 21 at the rear of the hood or bonnet. In the embodiment shown in Figure 6 the sensor 10 is mounted on the roof of the vehicle at a position behind the windscreen.

Figure 7 is a perspective view of a further vehicle in accordance with the invention illustrating the sensor 10 of the previous embodiment replaced within a pair of spaced-apart stereoscopic cameras 10a, 10b mounted on the exterior of the vehicle adjacent the base of the windscreen 4. Figure 7 also illustrates a first air-bag 22 which, when inflated, covers the lower part of the central region of the windscreen or windshield 4, and two separate air-bags 23, 24 each of which, when inflated, covers a respective A-Post, such as the A-Post 5.

10 It is thus to be appreciated that the pedestrian detection system of the present invention may selectively control a number of different types of safety device to provide protection for a pedestrian. The safety devices may be deployed simultaneously or sequentially.

15 In the present Specification "comprises" means "includes or consists of" and "comprising" means "including or consisting of".

The features disclosed in the foregoing description, or the following Claims, or the accompanying drawings, expressed in their specific forms or in terms of a means for performing the disclosed function, or a method or process for attaining the disclosed result, as appropriate, may, separately, or in any combination of such features, be utilised for realising the invention in diverse forms thereof.

CLAIMS:

- 5 1. A pedestrian detection system provided on a motor vehicle, the motor vehicle having a hood or bonnet, the detection system comprising : at least a first sensor arrangement located more than 0.5 metres behind the front end of the vehicle to detect the speed of and/or distance to a part of an object located in front of the vehicle, the said part of the object being part of the object
10 extending above a predetermined height, the predetermined height being at least the height of the front edge of the hood or bonnet.
2. A system according to Claim 1 wherein the first sensor arrangement is a microwave radar.
15
3. A system according to Claim 1 wherein the first sensor arrangement is an infra-red radar.
4. A system according to Claim 1 wherein the first sensor arrangement is a
20 camera.
5. A system according to Claim 4 wherein the camera operates in the visible spectrum.
- 25 6. A system according to Claim 4 in which the camera operates in the infra-red spectrum.
7. A system according to Claim 1 wherein the first sensor arrangement is a stereo-camera arrangement.

8. A system according to any one of the preceding Claims wherein the first sensor arrangement is mounted on the exterior of the vehicle in front of a windscreen or windshield provided on the vehicle.

5

9. A system according to any one of Claims 1 to 7 wherein the first sensor arrangement is mounted on the vehicle behind the windscreen or windshield of the vehicle.

10 10. A system according to any one of Claims 1 to 7 wherein the first sensor arrangement is mounted above the windscreen.

11. A system according to any one of the preceding Claims wherein a pedestrian protection arrangement is provided, the detection system being
15 configured to activate the pedestrian arrangement device in response to the first sensor arrangement detecting the distance below a threshold and/or a speed above a threshold.

12. A system according to claim 11, wherein the threshold distance is less
20 than the distance between the sensor and the front of the vehicle.

13. A system according to any one of the preceding Claims comprising a second sensor arrangement mounted on the vehicle, responsive to an impact of the vehicle with an object.

25

14. A system according to claim 13, wherein the second sensor arrangement is an accelerometer.

15. A system according to claim 14, wherein the accelerometer is configured to provide a signal indicative of a crash situation and wherein, upon receipt of said signal, an internal safety device on the vehicle is actuated.

5 16. A system according to Claim 13 wherein the second sensor arrangement is a sensor mounted in the front bumper or fender of the vehicle.

17. A system according to Claim 13 or 16 wherein the second sensor arrangement is a contact sensor.

10

18. A system according to any one of Claims 13 to 17 wherein the second sensor arrangement is a sensor that can discriminate objects lighter than a pedestrian.

15 19. A system according to any one of Claims 13 to 18 wherein the pedestrian protection arrangement is activated only if the first sensor arrangement detects a distance below a threshold and/or a speed above a threshold, and also the second sensor arrangement detects an object.

20 20. A system according to any one of the preceding Claims wherein the pedestrian protection arrangement has at least two modes of activation.

21. A system according to Claim 20 wherein the pedestrian protection arrangement system incorporates at least two pedestrian protection devices.

25

22. A system according to Claim 20 wherein the pedestrian protection arrangement may incorporate a lifter to lift the front part of the hood or bonnet, and a lifter to lift the rear part of the hood or bonnet, one mode of activation being the lifting of the front part of the hood or bonnet, a second mode of

operation including additionally the lifting of the rear part of the hood or bonnet.

23. A system according to any one of Claims 20 to 22 wherein the
5 pedestrian protection arrangement includes a mechanism to lift the rear part of the hood or bonnet, and at least one air-bag to cover part of the windscreen and/or part of A-Pillars provided on the vehicle, one mode of activation comprising the lifting of only the rear part of the hood or bonnet, the second mode including additionally the activation of at least one air-bag.

10

24. A system according to any one of Claims 20 to 23 wherein different modes are activated in response to a signal dependent on the first sensor arrangement reaching different thresholds.

15 25. A system according to Claim 24 wherein at least one of said different thresholds is dependent upon the vehicle speed as measured by a third sensor arrangement.

26. A pedestrian detection system substantially as herein described with
20 reference to and as shown in Figures 1 to 4 of the accompanying drawings.

27. A pedestrian detection system substantially as hereinbefore described with reference to and as shown in Figures 1 to 4 of the accompanying drawings as modified by Figure 5.

25

28. A pedestrian detection system substantially as hereinbefore described with reference to Figures 1 to 4 as modified by Figure 6 of the accompanying drawings.

29. A pedestrian detection system substantially as hereinbefore described with reference to and as shown in Figures 1 to 4 as modified by Figure 7 of the accompanying drawings.

5

30. Any novel feature or combination of features disclosed herein.

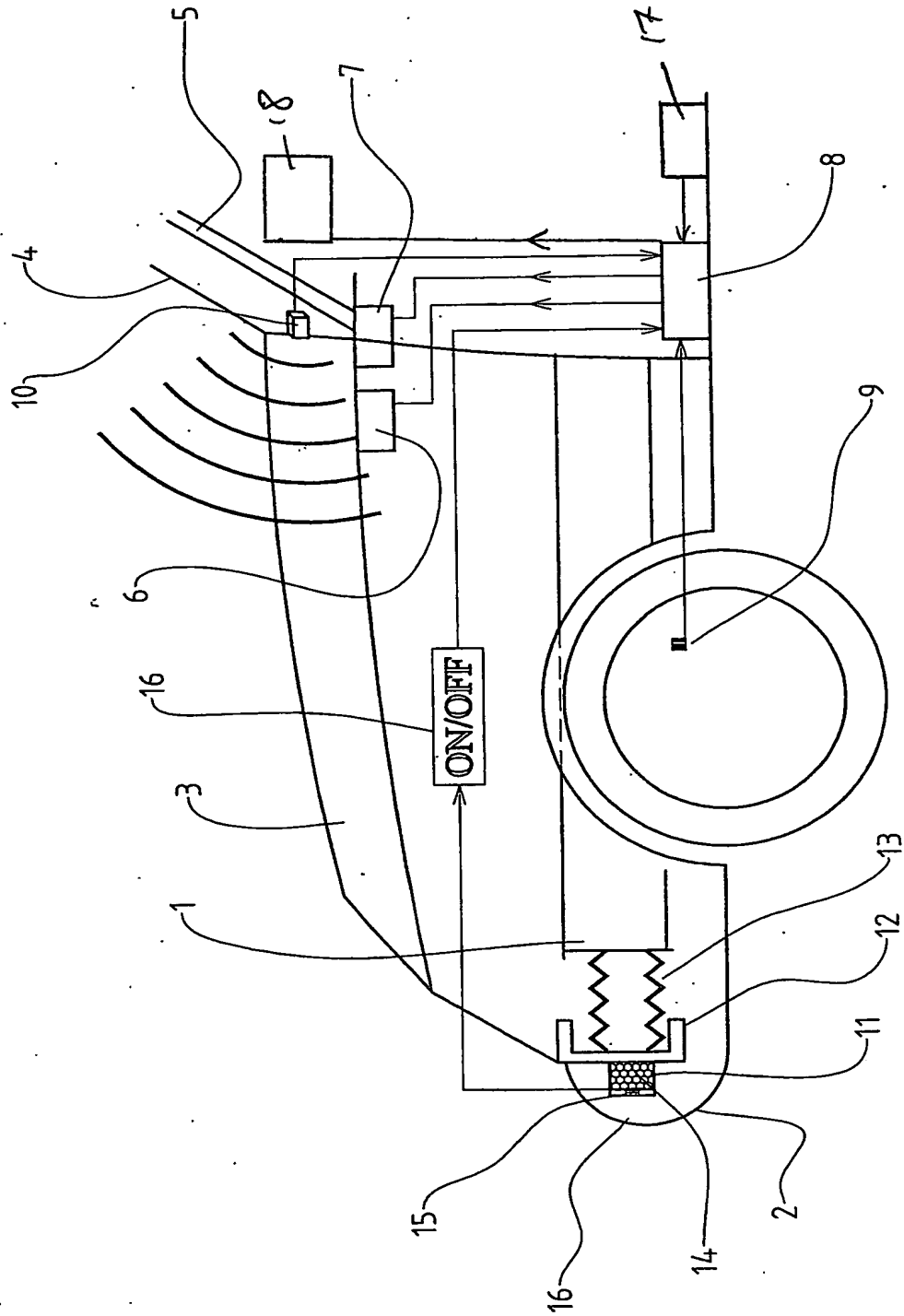


FIG. 1

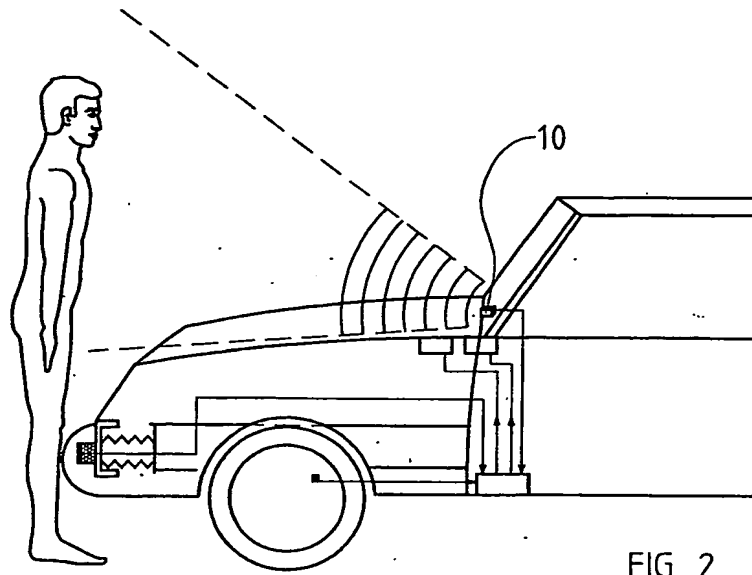


FIG 2

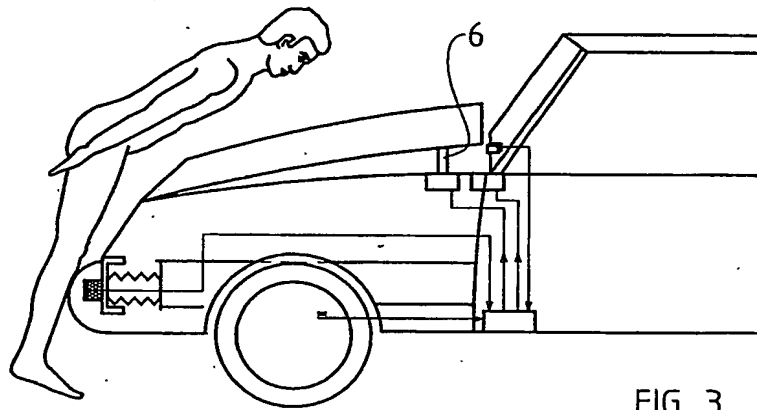


FIG 3

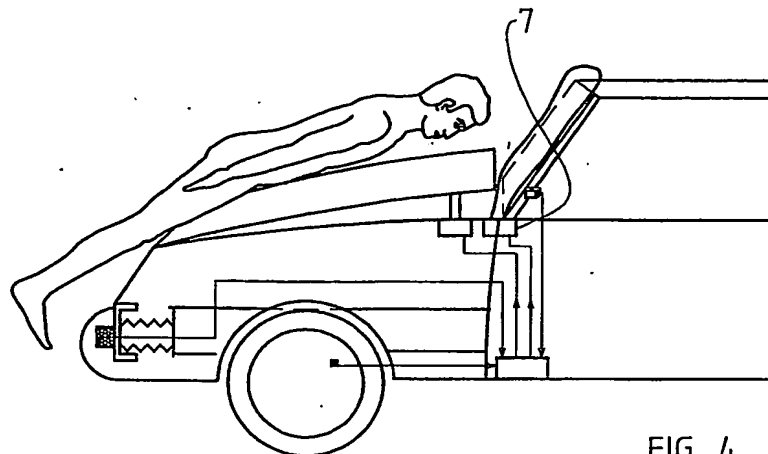
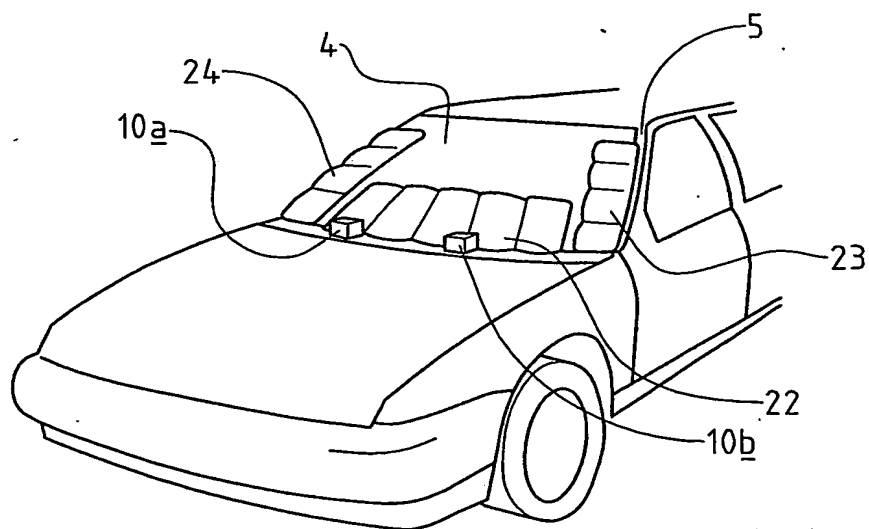
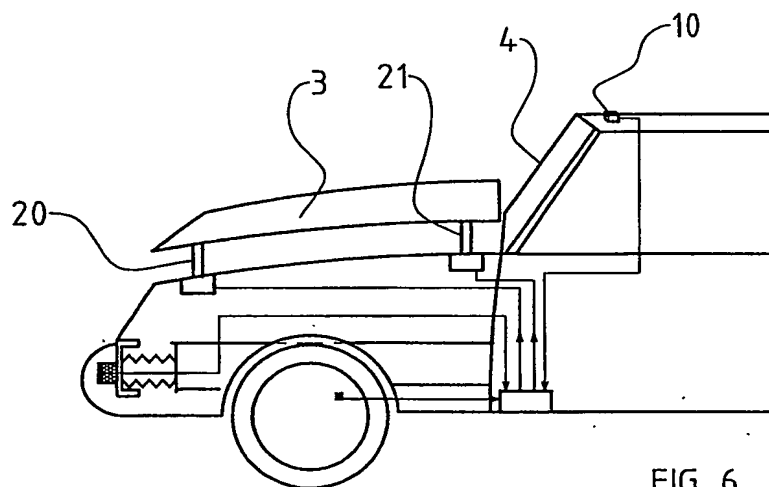
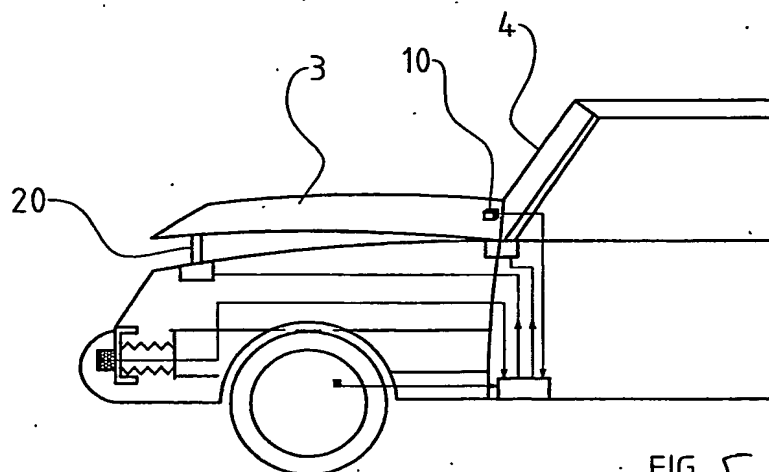


FIG 4



PCT/SE2004/000570



This Page is inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☒ BLACK BORDERS
- ☒ IMAGE CUT OFF AT TOP, BOTTOM OR SIDES
- ☒ FADED TEXT OR DRAWING
- ☐ BLURED OR ILLEGIBLE TEXT OR DRAWING
- ☐ SKEWED/SLANTED IMAGES
- ☒ COLORED OR BLACK AND WHITE PHOTOGRAPHS
- ☐ GRAY SCALE DOCUMENTS
- ☐ LINES OR MARKS ON ORIGINAL DOCUMENT
- ☐ REPERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY
- ☐ OTHER: _____

IMAGES ARE BEST AVAILABLE COPY.

**As rescanning documents *will not* correct images
problems checked, please do not report the
problems to the IFW Image Problem Mailbox**